











## Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers

Share, Coal, and  
General Brokers.

PROPRIETORS

"TO-KWA-WAN"  
COAL STORAGE.Codes used:  
A.B.C. 4th & 5th Editions.  
AL. TELEGRAPHIC CODE.Telegraphic Address:  
"MEIRION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

**THURSDAY,**  
the 7th November, 1912, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

A CONSIGNMENT OF  
USEFUL HOUSEHOLD LINENS,  
TURKISH TOWELS & SUNDRIES,  
etc., etc., etc.

Comprising—

Fine Turkish Towels, Bath Gowns, Huckaback Towels, Fine Damask Table Cloths and Serviettes (various sizes), Hand-embroidered Pillow Cases, Single and Double Bed Size Sheets, Single and Double Bed Quilts, Lace Curtains, Ladies' and Gent's Handkerchiefs, Ladies' Underwear, Duchesse Sets, Ladies' and Gent's Hosiery, Longcloth, Travelling Rugs, Tray Supper Cloths, Gent's Underwear, Table Plate, Cutlery, Centre Stands, and

A few lots of Gent's Shirts.  
All New Goods just arrived—small lots to suit purchasers.

On view on Wednesday, when Catalogues may be had on application.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, October 25, 1912. 1359

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

**FRIDAY,**

the 8th November, 1912, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,—

A MISCELLANEOUS STOCK.

As follows:—

Several Gramophones, Sewing Machines, Clocks, Hall Marked Silver Watches, Lamps, Money Purses, Bags, One Double Seizant by Cury, London, etc., etc., and

120,000 Cigars of various Brands in good order and condition.

On view day before sale.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, November 1, 1912. 1359

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**WEDNESDAY,**

the 13th November, 1912, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

A LARGE QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE,  
etc., etc., etc.

Comprising as follows:—

Two Drawing Room Suites, One Silk Tapestry and One Leather Covered Upholstered Chair and Sofa, Carpets and Rugs, Pictures, a few Oil Paintings and Engravings, Bed Room Suite, Double and Single Brass and Brass-mounted Bedsteads and Cots, Bureaus, Wardrobes, etc., etc., Electro-plated and Glass Ware, 2 Cooking Stoves and Kitchen Utensils, Enamelled Ware, Cutlery, etc., Electric Lamps, Brass Fenders, Fire Brackets, etc., 2 Sewing Machines and One New Rubber Tyred Ricksha.

A few pieces of Carved Blackwood Furniture, 1 Cottage Piano, 1 Large American Iron Safe, and a few pieces of Old Porcelains.

On view day before sale.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, November 5, 1912. 1411

## GEO. P. LAMMERT

AUCTIONEER.

SHARE &amp; GENERAL BROKER.

FOR SALE.

SECTION A OF K. I. L. 570

Area 25,378 Square feet.

Position: Facing King's Park.

Money on Mortgages at market rates.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

**THURSDAY,**

the 7th November, 1912, commencing at 2.30 P.M., at his Sales Rooms, DUNDRELL STREET,—

A QUANTITY OF  
AUTUMN MATERIAL  
(Best English Woollens),

Comprising:—  
Worsted, Flannels, Tweeds,

etc., etc., etc.  
in suit length.

Also  
A COLLECTION OF  
ATTRACTIVE JEWELLERY  
(Silver and Rolled Gold),

Comprising:—  
Pendants, Rings, Necklaces, Match Boxes, Bangles, Ornaments, etc., etc.

Terms:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, November 4, 1912. 1405

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

**MONDAY,**

the 11th November, 1912, commencing at 2.30 P.M., at No. 4, Old Bailey,—

A LARGE QUANTITY OF  
VERY VALUABLE  
HOUSEHOLD FURNITURE

Comprising:—  
Five Stained Teak Dining Room Suite (Sideboard, Silver Cabinet, Table and Morocco Covered Chairs), Teak Overmantel, Cutlery, Glass and Crockery Ware, etc., etc.

Silk Tapestry Covered Drawing Room Suite, Occasional Tables, Canton Blackwood Flower Stand, Fine Cherry Wood Round Table, Lace Curtains, Velvet Pile Stair Carpet and Brass Tubs, Rugs, American Oil Cloth, etc., etc., etc.

Five Brass Double Bedsteads, Oak Wardrobes with Bevelled Mirrors, Teak Toilet Tables and Washstands, Oak Chest-of-Drawers, Toilet Crockery, etc., etc.

Electric Fittings, Ceiling and Desk Fans. Grand Piano by "Collard & Collard" in excellent condition.

Victrola Gramophone (almost new) and Records (cost \$200), Grandfather Clock. On View from Friday, the 8th Nov. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, November 4, 1912. 1405

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

**THURSDAY,**

the 14th day of November, 1912, at Noon, at No. 4, Dundrell Street,

by  
MR. GEO. P. LAMMERT,  
Auctioneer.

THE property consists of All that piece or parcel of ground situate at Victoria, Hongkong, and registered in the Land Office as Section No. 5 of Island Lot No. 425 and of the messages thereon now known as No. 3, West Terrace and of the right of way and passage over, along and upon Section 1 and 2 of the said Lot. The property is held from the Crown for the residue of the term of 99 years from the 28th day of May, 1853, created therein by a Lease dated the 17th day of April, 1859, and made between Her late Majesty Queen Victoria of the one part and James Johnston Keswick of the other part. Subject to the payment of the apportioned yearly Crown Rent of \$5.53 and the performance and observance of the covenants and conditions contained in the said Crown Lease so far as they relate to the property and subject also to a free and uninterrupted right of way and passage for the owners and occupants of Sections 4, 5 and the remaining Portion of the said Lot to and from Castle Road.

For further particulars and conditions of sale, apply to

MR. J. H. GARDINER,  
Vendor's Solicitor,

or  
MR. GEO. P. LAMMERT,  
Auctioneer.

Hongkong, November 1, 1912. 1391

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGERS

FOR THE EAST, LONDON.

New Insurance Paid for... 2,227,630  
Outstanding Insurance amounts... 2,227,630  
Assets amount to... 2,104,083,585  
Surplus amounts to... 2,104,083,585  
Dividends to Policyholders... 10,876,137  
Total paid Policyholders 1910... 62,439,585  
Total Expenses for 1910... 10,876,137  
Gross earnings from interest and Rents for 1910... 21,646,822  
Gross rate of income from Investments 1910... 4.45%

Hongkong, Feb. 23, 1912.

## Auctions.

PUBLIC AUCTION  
OF  
A FINE COLLECTION OF  
ANTIQUE CHINA.

THE Undersigned has received instructions to sell by Public Auction, on

**SATURDAY,**

the 9th November, 1912, commencing at 2.30 P.M., at his Sales Rooms, No. 4, DUNDRELL STREET,—

A FINE COLLECTION OF  
ANTIQUE CHINA FROM THE SUNG, MING, KANGHI, YUNGCHING, K'ENLUNG & TOW-KWONG PERIODS.

The Collection is made up of 5-colour, Blue and White, and 3-colour Vases, Plates and Plaques; Ivory and Jade Carvings; Bronze Figures, Vases and Incense Burners; Water Colour Paintings and Scrolls; Peking Cloisonne Vases; Szechow Lacquer Ware; Embroidered Mandarin Coats.

On View from Friday, the 8th Nov. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, November 2, 1912. 1399

## Intimations.

### 士通力汽水

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent by making your own Mineral Water at home with the



SPARKLET SYPHON,

which lasts a lifetime and

can be purchased from any

Chemist or Store.

PRICE:—\$2 Each.

BULBS at 90 cents per

Box.

WHOLESALE PRICE:—

SYPHONS per doz.

\$16.00 f.o.b.

BULBS per doz. boxes

\$6.00 f.o.b.

KWONG SANG HONG, LTD.,  
WHOLESALE AGENTS,  
248 and 249, Des Voeux Road Central,  
HONGKONG.

行發總  
行生廣港香  
司公限有

Hongkong, July 8, 1912. 588

## NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911,

£22,561,286.

Authorized Capital £8,000,000

Subscribed Capital £4,000,000

Paid-up Capital £2,437,500

£1st Fund £2,437,500

£2nd Fund £1,973,989

£3rd Fund £1,163,160

Sinking Fund Account £8,512

£22,561,286

Revenue Fire branch 2,567,168

Life and Annuity 1,973,989

Branches 252,292

Revenue Marine Department 439,183

Other Receipts 439,183

£22,561,286

The Accumulative Funds of the various

Branches are separately invested, and by

Act of Parliament are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES &amp; CO.,

Agents.

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

SHEWAN, TOMES &amp; CO.,

Sole Agents.

No. 14, DUNDRELL STREET.

TERMS VERY MODERATE

Commission Free

## HARRISON AND CROSFIELD

(LIMITED).

(Continued from page 2.)

of theory, because the future prospects cannot be taken as an ascertained fact in any case. He has told you that we all have very strong belief in regard to the future prosperity which lies before the rubber and tea industries, with both of which the interests of this business are so closely associated. There is no doubt that, looked at merely from the balance-sheet of this company, which was started only four years ago, the progress it has made is very marked indeed; but to those of us who have spent practically the whole of our lives in the business that progress is not so astonishing as it appears, because a great deal of the results which this company has harvested has been the result of the seed sown for a good many years prior to the incorporation of the business as a company. (Hear, hear.) And while, of course, fluctuations in every business must be looked for, still we do feel that the seed which has been sown and the work which has been put into this business, only a portion of the harvest of which has yet been reaped, even in the future increased business and, in due course, increased profits. I have entire confidence that that is going to be the case, and I feel that every one who has an interest in this business may regard its future with absolute confidence. (Cheers.) I have much pleasure, therefore, in seconding the resolution proposed by the chairman that the balance-sheet and the directors' report and auditors' report be duly adopted.

The Chairman.—I shall now be very glad to give any shareholder an opportunity of putting any question or asking for any explanation that may be wanted. No shareholder rising to address the meeting, he put the motion, and it was unanimously adopted.

Continuing, he said:—I now beg to move, "That a final dividend of 5 per cent. on the Preferred Ordinary shares (making 10 per cent. for the year) and a final dividend of 7½ per cent. on the Management shares be paid."

Mr. H. Eric Muller seconded the motion, and it was carried unanimously. Mr. Lamport.—I now beg to move, "That Mr. Charles Heath Clark and Mr. Hans Eric Muller be re-elected directors of this company." Both of these gentlemen have served in this capacity since the company was incorporated, and prior to that the bulk of their business career and been spent in the service of this company. In regard to our chairman, his term of service, I believe, extends to over 30 years, and during that time he has secured for himself the esteem, affection, and confidence of all of those who have been associated with him (cheers), and at the same time, too, he has done much in the interests of the company. I feel quite sure it is unnecessary for me to go into this matter further, because I am confident that you will endorse the board's recommendation in this matter not only unanimously, but with very great pleasure. (Hear, hear.)

Mr. John M. Schmidt seconded the motion, and it was agreed to amid applause.

The Chairman.—I thank you very much for re-electing Mr. Muller and myself as directors of the company. I am sure you will all feel that where one has been connected with a business for so many years, and in the service of this business both as colleagues on the board and also among the members of the staff one cannot but have many personal friends, it will always be a great pleasure to us both to do everything in our power to promote the interests of the company as a whole.

Mr. James Crofield.—The resolution I have to submit to the meeting is:—That Messrs. Price, Waterhouse and Co. be re-elected as auditors of the company to hold office until the next annual meeting, at a fee to be arranged by the directors. I do not like to let the opportunity of moving this resolution pass without adding my congratulations to those which I am sure, the board of directors must have received from many quarters on the very successful and satisfactory operations of the company during the past year, which have been so fully expounded to us by the chairman in such a lucid speech. I am sure we shall all feel that the company is to be heartily congratulated on the result that it has achieved, and I am glad to have this opportunity of expressing that feeling. (Cheers.)

Mr. H. J. Cox seconded the motion, and the resolution was carried unanimously.

The Chairman.—I shall have to submit to you to-day, which is:—That the capital of the company be increased to £807,500 by the creation of 150,000 Additional Preferred Ordinary shares of £1 each, ranking for dividends and in all other respects pari passu with the existing Preferred Ordinary shares of the company. I think you will probably feel that in the remarks I have already made I endeavoured to deal with the reasons which have influenced the board in taking this course, and therefore I need not detain you longer in propounding the resolution, except, perhaps, to say that I am convinced myself that it is in the interests of every class of shareholder in our company, and that I believe it will be the means of adding to the future prosperity of the company as a whole. (Cheers.)

The resolution was seconded by Mr. Lamport, and carried unanimously.

Mr. Barnett moved a hearty vote of thanks to the chairman for his conduct of the meeting and to the directors generally for their services during the past year.

Mr. Mark Johnson seconded the motion, which was carried unanimously.

The Chairman, briefly acknowledging the vote, said the proceedings then terminated.

# O.T.

## A DRINK, A TONIC, AND A DIGESTIVE COMBINED

WITHOUT ALCOHOL OR OIL

For  
Digestion  
and  
Indigestion

FOR THE RELIEF of  
Indigestion, O.T. has  
proved invaluable to  
thousands of people.

A WINEGLASSFUL  
sipped after Meals,  
will aid Digestion, pre-  
vent Flatulence and "Full  
Feeling" and help to  
restore the healthy func-  
tions of the Digestive  
System.

NO OTHER DRINK IN THE  
:: WORLD HAS BETTER ::  
GUARANTEES FOR PURITY  
AND GOODNESS

BUY A BOTTLE TO-DAY

GARNER, QUELOCH & Co.,  
SOLE AGENTS

TELEPHONE No 633

## Hotels.

THE  
**STATION HOTEL,**  
NATHAN ROAD,  
KOWLOON.

ELECTRIC LIGHT AND FANS.

BATH-ROOM TO EACH ROOM

Cold and Hot Water throughout

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to

THE MANAGER.

Tel. No. K129. Tel. Address "STATION."

Hongkong, Feb. 27, 1912. 206

## WYNDHAM HOTEL,

WYNDHAM (FLORENCE) STREET,

Opposite Clock Tower.

LOCATION good for Hillside Scenery

and ONLY TWO MINUTES' WALK

FROM BUSINESS CENTRE.

Families, Residents and Tourists

made thoroughly comfortable.

Terms Moderate.

Runs on First-Class Lines.

Under the Personal Supervision of the

Proprietress:

M. S. HOY.

## BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with

Tennis and Croquet Lawns, Large

Aire and Well Furnished Rooms, Every

home comfort. Fine View of the Harbour.

Telephone No. 680.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, September 2, 1908. 131

## KINGSCLERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill

district, overlooking the Botanical

Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously

fitted Bathrooms, Telephones and Electric

Fans.

Telephones in Bedrooms and Sitting-rooms







## Intimations.

## THE SUNNY SOUTH.

Hunt's Ports from Oporto and  
Hunt's Sherries from Jerez de  
la Frontera have been famous  
for over a century and  
three quarters.

Messrs Hunt, Roope, Teage & Co. were established pre-  
vious to 1735 and THEIR name on a bottle of Port or  
Sherry is YOUR guarantee of excellency.

THEY OFFER THE POSSIBLE VALUE.

GARNER, QUELCH &amp; Co.,

TELEPHONE 636.

Sole Agents.

1580

**DON'T LOOK** Worried, thinking  
what to send HOME for CHRISTMAS. Nothing could be  
appreciated more than the undermentioned Presents:—

Finest Hankow Tea.

5lbs. nett \$9.00. 7lbs. nett \$11.50. 10lbs. nett \$15.00

Chow Chow. Cumquat.

Half dozen 5lbs. Jars \$11.00 Half dozen 5 lbs. Jars \$13.00

One " 2 1/2 lbs. " \$11.50 One " 2 1/2 lbs. " \$13.50

Finest Preserved Ginger.

Half dozen 5 lbs. Jars... \$15.00

One " 2 1/2 lbs. " \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered  
ABSOLUTELY FREE to ANY TOWN THROUGHOUT GREAT  
BRITAIN.

## DESPATCHES:—

S.S. HITACHI MARU ... leaves 19th Oct. due in London 21st Nov.  
PALMA ... 17th Oct. " " 1st Dec.  
MIYAZAKI MARU ... 19th Oct. " " 2nd Dec.  
NANKIN ... 20th Oct. " " 15th Dec.  
KITANO MARU ... 20th Nov. " " 18th Dec.  
NYANZA ... 13th Nov. " " 22nd Dec.

All orders will have our careful and prompt attention.

CHINA EXPRESS CO.,

J. TAYLOR, Manager

3, DUDELL STREET,  
(Opposite Lammer's Auction Room).  
Hongkong, October 5, 1912.

## HONGKONG

PARIS TOILET,

No. 15, QUEEN'S ROAD CENTRAL  
(UNDER THE ASTOR HOUSE).The Leading Ladies' and Gentlemen's Hairdressing Saloons  
in the East.

LARGE STOCK OF PERFUMERY AND TOILET REQUISITES OF FIRST-CLASS MANUFACTURE.

ALL KINDS OF ARTISTIC HAIR WORK DONE.

J. O. Spiess, Proprietor.

**DINNEFORD'S**  
MAGNESIA

The Physician's  
Cure for Gout,  
Rheumatic Gout,  
and Gravel.

Safest and most  
Effective Agent  
for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

## WEEKLY NEWS FOR HOME

The Overland China Mail

## FULL REPORTS.

## LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price \$14 net annum including postage. THE CHINA MAIL, LD., Wyndham Street.

**Oakey's WELLINGTON KNIFE POLISH**

BEST FOR CLEANING AND POLISHING  
KNIFE BOARDS

PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES

**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS LIMITED, "Wellington Mills," London

Head and Shoulders above the ordinary is  
**JOHNNIE WALKER**

The distinctive palate-per-  
suading flavour of Johnnie  
Walker is due to its high  
quality, absolute purity and  
perfect maturity, and these  
are safeguarded by the con-  
stant maintenance of a vast  
ageing reserve of pure malt  
Scotch whisky—never less  
than three-and-a-half million  
gallons.  
To meet all tastes, Johnnie  
Walker is supplied in three  
guaranteed ages:

"JOHNNIE WALKER" White Label. Over 6 years old.  
"JOHNNIE WALKER" Red Label. Over 10 years old.  
"JOHNNIE WALKER" Black Label. Over 12 years old.

To be obtained from:  
THE HANKOW DISPENSARY CO., Ltd., HANKOW. KAMP & CO., Shanghai.  
FERRIN COOPER & CO., Tientsin. SIEMSEN & CO., Canton and Hong Kong.  
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS,  
KILMARNOCK, SCOTLAND.

WHAT IS HAPPENING IN THE  
BALKANS.

By George Lloyd, M.P.

The convulsion of change and distur-  
bance in which all middle Asia has been  
plunged during the last three years has  
taken grip of South-Eastern Europe once  
again, and the despair of the Persian  
situation is almost forgotten in the dan-  
gers that loom in the Balkans States.

The old struggle between Europe and  
Asia, which has existed ever since Silesius  
drove the Turks back from the walls of  
Vienna in 1683, comes up again and de-  
mands a new settlement. The struggle has  
had many phases and many different names  
to confuse the casual reader, and the forces  
of Europe have spent much of their  
strength in fighting each other. But in  
all the struggles between Greek and  
Bulgars, Bulgars and Serbs, Macedonians  
and Turks the same motive has run through-  
out—Europe and Asia at war!

So long as Abdul Hamid ruled in Tur-  
key he maintained a definite and a clear  
policy in regard to the Christian subject.  
Probably not unwilling on ethical grounds  
to give fair treatment to his Christian sub-  
jects, Abdul Hamid recognised clearly that  
the weakness of the Turk lay in economic  
warfare. Once give equal treatment to  
Moslem and Christian alike, and the latter  
inevitably would outstrip the Turk in  
riches and in influence, and in course of  
time drive out of Macedonia the ruling  
race. By his policy of suppression of the  
Christian and the subtle diplomacy of  
fomenting all the petty quarrels between  
the Christian States he succeeded in de-  
stroying all factors that could unite Europe  
against Asia and in maintaining a troubled  
but fairly firm hold on his European pro-  
vinces. To this extent, then, the enemies  
of the Balkan States, if they promoted  
discord and provoked massacres, at least  
helped to keep the peace as between Europe  
and Asia.

## THE BALKAN STATES STRENGTHENING.

But since the fall of Abdul Hamid and  
since the reign of divided counsels at  
Constantinople, the old enemies of the  
smaller Balkan States have largely died  
down, their Governments have come  
more closely together, and the danger of  
common hostile action against Turkey has  
largely increased.

While the last three years in Turkey  
have been spent in faction, internal dis-  
sentiment, and in the crushing of distant  
rebellions, the Balkan States have  
strengthened their armies, increased their  
equipment, speeded up their mobilisation,  
and at the same time have been careful,  
by their bomb outrages and by the activities  
of their bands, to maintain that misery and  
anarchy in Macedonia which should serve  
them as pretext for war when the moment  
was ripe.

The position of the Macedonian Bulgars  
is simple; he is tired of Turkish misrule  
he is weary with his double load of taxes—  
one forced to the Turkish Government,  
one "voluntary" to the Bulgarian Army—and  
he is generally unaware that he is for

the moment a pawn in the game of "Big  
Bulgaria" that is being played by the  
"Internal organisation" at Sofia.  
There is, however, in this Balkan crisis  
of 1912 a new and dangerous factor, name-  
ly, that an agreement has been come to  
between Bulgaria, Serbia, Montenegro, and  
Greece—an agreement, however, of which  
Russia is aware and which might free  
Bulgaria or Serbia from some of their usual  
hesitations.

## AUSTRIA'S ATTITUDE.

But in this situation the attitude of  
Austria is the governing factor. Austria  
is well aware that England and France,  
and probably Russia, are all against an  
upheaval in the Balkans. It is difficult  
to believe that Austria would be willing  
to see Bulgaria and Serbia, or Bulgaria  
alone, consolidated as a powerful Slav  
State lying across the road to Salonica.  
A successful Bulgaria would bar the eastern  
sea road to Austria for all time. It is  
no less difficult to believe that Austria  
would calmly view the gathering power  
and progress of a completely independent  
Albania, or welcome the effect which the  
examples of Slav independence and power  
would have upon the minds of Montenegro,  
Croatia, Bosnia, and Herzegovina.  
If, then, Austria is determined, in con-  
junction with France and England, to  
prevent war, she can make it impossible  
for Serbia to move a man or a gun east-  
ward.

Let us look for a moment at the com-  
bined armies of the four Balkan States.  
The four together could put some 400,000  
men into the field in rapid mobilisation.  
Turkey could probably mobilise less  
rapidly, but when mobilised could equal  
that number with ease. There is no  
doubt that the revolution in Turkey has  
had some deplorable results, upon the  
conditions in Turkey, but the Turkish  
Army remains the splendid fighting  
machine that it has always been.

It is often said that there can be no  
solution of the Macedonian problem so  
long as Turkey is in Europe. This may  
be true, but we believe that any attempt  
at the present time to wrench Turkey  
away from Europe would lead to greater  
trouble not only in Europe but throughout  
Asia.

If the Powers are determined to main-  
tain peace a compromise may yet be found  
under the aegis of Turkish suzerainty which  
would pacify if not satisfy the Slav  
States.—Daily Mail.

It is now finally understood that the  
Premier continues Minister of the Interior.  
The merchants in and outside the city of  
Peking, as well as the Police forces, have  
been assured by special delegates from the  
President that no change would be made  
in that department for the time being.

This is the time for merits and titles  
of honour, says the Peking Telegraph. It  
is intimated that the two living Buddhas  
now in Peking are to get the illustrious  
titles of Heng-tai Kung-mia (Pure and  
liberally administering) and Yuan-tung  
Shan-hui (Broad-minded and wise). In  
another paragraph the journal says:—The  
two living Buddhas, the Chang-Chia  
Hutukhtu and the Kanchuehwa Hutukhtu,  
have been received by the Quo-Min-Tung,  
the People's Party. We hear that they  
intend to become members of that party.

## FONG KAY,

HAIR DRESSING SALOON,  
RAZORS GROUND AND SET,  
No. 54, WELLINGTON STREET,  
HONGKONG.

Graduated in America at the Moler  
System of Colleges.

GIVE US A TRIAL.  
The Best Barber in Town.

The American New Style Hair.  
Hongkong, August 19, 1912.

## His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch vessel	1700	12	2000	Comdr. C. L. Lamb	Yangtze River
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. R. E. Pritchard	Kinkiang
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Hankow
Cadmus	aloop	1070	6	1400	Comdr. H. P. R. T. Williams	Canton
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	6	1400	Comdr. John Macdonald, D.S.O.	Hongkong
Defence	cruiser, 1st class	14,800	—	—	Capt. Henry H. Bruce, M.V.O.	Hongkong
Fame	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. H. S. Munro	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Brickenden	Hongkong
Janus	torpedo boat destroyer	280	6	3700	Lt.-Comdr. Bullen-Whetton	Hongkong
Kent	cruiser, 1st class	9,000	14	22,000	Capt. A. T. Hunt, C.S.I.	Hongkong
Kinsha	river gunboat	814	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Martin	aloop	1040	—	—	Capt. F. C. C. Pasco	Labuan
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. G. C. Cayley	Yokohama
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartlett	Wellington
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze
Oster	torpedo boat destroyer	350	6	3300	Lt.-Comdr. E. T. B. Chambers	Hongkong
Ribble	torpedo boat destroyer	380	—	7300	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Rubin	river gunboat	81	2	240	Lt.-Com. Allan Dixon	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taka	torpedo boat destroyer	350	6	3300	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	6	—	Commodore R. E. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. S. Stopford	Shanghai
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Yangtze River
Uk	torpedo boat destroyer	380	—	7300	Lt.-Comdr. Maxwell	Hongkong
Vingo	torpedo boat destroyer	355	6	3300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Welland	torpedo boat destroyer	380	—	7300	Comdr. Seymour	Shanghai
Whiting	torpedo boat destroyer	380	6	3300	Comdr. G. B. Hartford	Shanghai
Widgeon	river gunboat	195	2	800	Coin. M. H. Widdow	Upper Yangtze
Woodcock	river gunboat	180	2	800	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	160	2	800	Lt.-Comdr. G. F. A. Mulock	Yangtze
C.36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
C.38	submarine	—	—	—	Lt.-Comdr. J. R. A. Codrington	Hongkong
.035	torpedo boat	—	—	—	Lt.-Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt.-Comdr. Stileman	West River
.037	torpedo boat	—	—	—	Lt.-Comdr. Nicol	West River
.038	torpedo boat	—	—	—	Lt.-Comdr. H. W. Seymour	Hongkong

\* Flagship of Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauta	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	French armoured cruiser	9700	12	19,800	Capt. Gouts	Hongkong
Decidie	French gunboat	745	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	600	Lieut. de Jerville	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dumat	Tchong-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protes	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Anrilac	Saigon
d'Iberville	French destroyer	—	—	—	Capt. de Frigate Ronisen	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquassar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo-China.						
Emden	German cruiser	3500	22	13,500	Capt. v. Reiskoff	Tsingtau
Oniseimon	German armoured cruiser	11,600	36	28,000	Captain Brunningham	Tsingtau
Itis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3350	24	11,000	Capt. Bohneke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörbinger	Tsingtau
Otior	German river gunboat	—	—	—	Capt. Lieut. Friele	Yangtze River
Scharnhorst	German flagship	11,800	36	28,000	Capt. Rising	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Barrenberg	Tsingtau
Taku	German torpedo-boat	280	4	6000	Obit. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Rucker	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. Lt. Ffr. Speth v. Schalsburg	Canton
Vaterland	German river gunboat	223	4	500	Obit. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patia	Portuguese gunboat	700	—	—	Captain L. A. de Magalhães Correa	Macao

## UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
A-2	U. S. submarine	—	—	—	Ensign J. McC. Murray	Cavite
A-4	"	—	—	—	Lieut. E. D. McWhorter	Cavite
A-6	"	—	—	—	Ensign J. O. Van de Carr	Cavite
A-7	"	—	—	—	Ensign C. M. Yates	Cavite
Albaty	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cavite
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Berry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. Hill	Cavite
Calico	U. S. gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chamney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	420	4	600	Lt. Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1390	8	1938	Comdr. G. B. Marvell	Shanghai
Mohican	U. S. station ship	1900	6	1100	Lieut. B. V. Lowe	Cavite
Monadnock	U. S. monitor	3590	6	3000	Lt. E. P. Swaz	Olongapo
Monterey	U. S. monitor	4084	4	9277	Commander J. V. Chase	Olongapo
Pampanga	U. S. gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Pleasant	U. S. sea-going tug	854	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. Bepais ship	3085	—	—	Lieut. W. O. Wallace	Cavite
Quincy	U. S. gunboat	350	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	U. S. cruiser	4300	14	1800	Lt. Comdr. D. W. Wortsbaugh	Cavite
Saratoga	U. S. gunboat	243	8	200	Lt. G. C. Dickman	Shanghai
Villalobos	U. S. armoured cruiser	8115	14	17,401	Comdr. H. A. Wiley	Cavite
Winthrop	U. S. gunboat	370	8	208	Lieut. E. Durr	Shanghai
Wompatuck	U. S. gunboat	1397	8	1894	Comdr. J. F. Hubbard	Hongkong
	U. S. tug	462	—	600	Chief Boatswain P. E. Radcliffe	Olongapo

\* U.S.S. Barbaton Flagship of Rear-Admiral R. F. Nicholson,



## A. S. WATSON & CO., LTD.

### CIGAR MERCHANTS AND TOBACCONISTS.

#### TOBACCOS.

**SPECIAL:—John Cotton's Mixture.**

Mild, Medium and Full \$1.00 per lb. tin

Carreras' Craven Mixture, Black Cat Mixture.

Garrick Mixture, Ardath & State Express Mixture, etc., etc., etc.

#### HIGH CLASS CIGARS.

MANILA:—Lolitas, Mandarins, El Tamarindos, Infumables, Perfectos, Estrellas, etc., etc.

Dutch Havanas, German Cigars, Martin's Tweenies.

#### CIGARETTES.

Virginian, Egyptian, Turkish—all well-known brands kept in stock.

PRICES MODERATE.

## VICTOR-VICTROLA

IS WITHIN THE MEANS  
OF ALL

Price from \$35.

No Home  
is COMPLETE  
WITHOUT ONE.

## S. MOUTRIE & CO., LTD.

DISTRIBUTERS.

Hongkong, April 18, 1907

## Powell's

TELEPHONE 346.

## DRESS DEPARTMENT

### SMART TWEEDS

## COATS & SKIRTS.

EOLIENNES,  
NINONS,  
VOILES.

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PLEASE SEND FOR PATTERNS.

## Wm. Powell, Ltd.

## BIJOU

(FLOWER STREET).

1.15 P.M. PICTURES ONLY 7.15 P.M.

But the Best by

PAITH FRERES (France).

BRITANNIA & URBAN (England).

AMERICAN KINEMATOGRAPH (U.S.A.)

1.15 P.M. PICTURES WITH 9.15 P.M.

MUSICAL INTERLUDES

SELECT ARTISTES.

Complete Change of Programme.

WEDNESDAYS & SATURDAYS.

At 7.15 P.M. New to Hongkong.

Prices: 40 Cents, 70 Cents, \$1.00.

R. H. S.

Hongkong, November 2, 1912.

#### MEMOS. FOR TO-MORROW.

9.15 p.m.—Farris Hartman Comedy Co. at Theatre Royal.

#### General Memoranda.

SUNDAY, November 10:—

9 a.m.—Excursion to Macao.

MONDAY, November 11:—

Public Holiday.

Shaohai Races—1st Day.

Interport Cricket Match.

9 p.m.—Concert at the Scammon's Institute.

TUESDAY, November 12:—

Shanghai Races—2nd Day.

WEDNESDAY, November 13:—

Shanghai Races—3rd Day.

9 p.m.—The Cook at Theatre Royal.

THURSDAY, November 14:—

5 p.m.—Reel Dance Practice at City Hall.

TUESDAY, November 19:—

5.30 p.m.—Organ Recital at St. John's Cathedral.

HONGKONG, WEDNESDAY, NOVEMBER 6, 1912

#### THE NEW ORDER AT THE ADMIRALTY.

Mr. Churchill has himself inaugurated the new order at the Admiralty under which the technical and other officers of all departments are to come into more continuous and closer contact with the work in progress in connection with the provision of material for the navy, and with the operations of the fleet at sea and especially of new ships. From the day that he became First Lord of the Admiralty, says "Engineering," Mr. Churchill set himself to master the manifold duties of his great office, and devoted a large amount of time at the Home ports and on board many of our ships in commission, in order to become conversant with the work of the fleets under war conditions, and to come into direct contact with the officers of the Navy. Following this, he, in company with colleagues on the Board of Admiralty, inspected the various Royal dockyards and naval establishments, and now he has just completed visits to practically all privately-owned factories engaged upon naval contracts. The tour has been more comprehensive than any ever undertaken by any First Lord of the Admiralty, and the result must be of great advantage to the Service, since Mr. Churchill is the better enabled to weigh accurately the technical advice given to him and to appreciate the bearing of all suggestions; while the example he has set will be a great stimulus to all in fulfilling the idea of the new order.

This change, to attain which the new redistribution of Admiralty business was made, is most desirable. The Gilbertian "jou d'esprit" about sticking to the desk being a likely preliminary training for the ruling of the Navy has at all times found too great a degree of realisation in naval administration, due perhaps to the fact that officials have too much work in design and management to leave time and opportunity for visits to works and to ships for inspection. With the redistribution of business now arranged, coupled if it is as it ought to be, with an increase in the staffs of skilled officers in the various

#### DEPARTMENTS TO OVERTAKE DETAIL WORK.

the responsible "heads" will have more time to study constructional work and the efficiency of ships in service. Success in engineering—indeed, in all mechanical operations—depends on efficiency in design and in manufacturing methods. The former includes, of course, a true appreciation of the functions for which the product is planned, and the latter a full knowledge of the cost and time occupied in carrying out the work. In neither case can the closest possible application at a desk yield the best results. It is true that there can be received at the desk minutes and reports and verbal communications as to the suitability or otherwise of products to fulfil desired purposes and of workshop procedure to achieve cheap and rapid output; but information in passing through intermediate sources is robbed of much of its value and stimulus. Nothing can be so effective as direct contact between the designer and his production. The designer who never sees in concrete form the manufacture which he has planned loses much in respect of inspiration and of suggestion for improvement, and, more still, in the absence of discovery of errors to be avoided. Perfection is approached along the lines of trial and error, and experience which is not personally won is seldom heeded and lightly valued. In workshop management, again, the extent of success is in direct ratio to the amount of personal supervision by the manager of practical work. An hour in the shops is worth three at the desk.

#### NEWS OF THE DAY.

The Japanese cruiser Kasuga left this morning, steaming north, and the German gunboat Tiger arrived.

The strike of Manila cigar makers, who have been out for about five weeks, has practically terminated.

A Chinese about 24 years of age, living in the eastern district, was sent to hospital yesterday suffering from injuries received through being knocked down by a tram-car at Praya East.

We are asked to state that Messrs Hughes and Hough's auction sale of Licenses and Sundries advertised for to-morrow, Thursday, will not take place till Saturday, 9th at 11 a.m.

The death is announced of Mr. Herbert Marshall, who was for many years engaged in surveying work in Kobo. Deceased, who was 42 years old, had been ill for a considerable time, and passed away at Suma on October 25.

A startling fact gained at question-time in the House of Commons was to the effect that so far this year 118 persons had been killed in London by motor omnibuses, as against only 21 by the safer electric tramcars. The Home Secretary said he had this subject under consideration.

With reference to the reported Belgian loan scheme for £10,000,000, Messrs Griffiths, Beddoes and Bray, Ltd., state that the first section of the loan—£1,000,000—has been constructed, that they hold the contract for the supply of materials, and that it is impossible that the Belgians can obtain security on this section without reference to the firm that holds first mortgage on the rolling stock.

The "Nachrichten für Handel" (Berlin) states, on the authority of the German Consul in Surabaya, that there ought to be a considerable increase in the shipping at that port within the next few years. The plans for harbour extensions are now completed, and work is being actively pushed forward. Important dredging operations are being projected. The west entrance to the harbour, between Java and Madura, has been deepened, so that vessels of deep draught will no longer have to go round by the north coast of Madura. Owing to insufficient dock accommodation it is intended to build a new large dry dock during the next two years.

#### NEWS OF THE DAY.

Mr Irving at the Magistracy this morning fined a man \$22 for being in the unlawful possession of opium.

At the Magistracy this morning before Mr Irving a man was charged with stealing another Chinese at West Point. He was remanded on a certificate being produced from the hospital stating that the complainant would not be able to attend Court before the 16th instant.

We learn that the s.s. "Yuewang," which arrived here from Manila yesterday, crossed the area in the China Sea where the typhoon signalled on Sunday last was supposed to be situated, in a dead calm. Nothing more serious than a shallow depression was indicated by the weather conditions.

A Chinese married woman living in Chinaman Road, Hang Hoon, has reported to the police that a man climbed up a pole at the back of her house and entered through the window by removing the bamboo bars. He stole clothing, money and a pair of binoculars, of the total value of about \$40.

In giving judgment in the reopened enquiry into the circumstances of the sinking of the Waterwitch by the Seamen, Mr Justice Edden found that the evidence did not show that the casualty was occasioned by any wrongful act or default on the part of the Chief Officer, Thompson, or the Chief Engineer, Scully. He therefore held that their certificates must be returned to them.

Inspector Cameron charged a man at the Magistracy before Mr Irving this morning with stealing \$250 from a woman at Yau-mat. The prosecutrix deposed that the defendant was left in charge of her house on August 28th, and when she returned the \$250 and the prisoner were both missing. She did not see the man again until he was arrested yesterday. The case was remanded.

Great enthusiasm prevailed on Oct. 31 in Manila on account of an order received the seven days' quarantine restriction against certain passengers from Hongkong and the China coast. From 1st November passengers from Hongkong will not be required to undergo quarantine detention at Mariveles unless quarantinable disease has appeared on board a vessel after leaving the port of departure.

In the Commons recently the report of the Finance Commission led to an interesting discussion, in the course of which the draft rules issued by the Board of Trade were vigorously criticised by Mr Leslie Scott and others on behalf of the shipowners. It was suggested that the Board of Trade had been started into "too heavy and ill-considered action." Mr Buxton promised to consider any special cases of hardship, but he held out no promise of the postponement of the new rules.

#### PNEUMONIA.

YOU never heard of anyone who used Chamberlain's Cough Remedy having pneumonia and millions of bottles of this remedy are sold every year. Pneumonia is undoubtedly a germ disease, and this germ is in the throat, and the remedy can be obtained. Chamberlain's Cough Remedy is a powerful germicide and has been known to kill in any case. For sale by all Chemists and Druggists.

#### OROP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is a powerful germicide and has been known to kill in any case. For sale by all Chemists and Druggists.

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#### LICENSING SESSIONS.

The annual Licensing Sessions were held in the Council Chamber this afternoon, the Hon. Mr. Claud Savory presiding. There were also present the Hon. Mr. Thompson, Mr. T. F. Hough, Mr. D. W. Craddock, Mr. Mackenzie, Mr. Bird, Mr. C. G. Alabaster and the secretary, Mr. J. A. Woodcock.

Nineteen applications were dealt with, but only two of them were new ones: Mr. Robert Howard, the Alexandria Cafe, applied for an adjunct license in respect of his establishment, Des Vaux Road.

Mr. Reader Harris, of Messrs. Wilkinson and Grant, appeared for the applicant and stated that his client had obtained an eating-house license in respect of the Alexandria Cafe in June 1911, and in June of this year there was an amendment made to the conditions at the end of the license which stated that not only were liquors not to be sold, but not served or consumed there. This meant practically ruining his client's business, because he was not able to compete with Weinmann's. There were not sufficient total abstainers in the colony to enable a business of that kind to be carried on, and Mr. Howard had lost a lot of business because people going there could not send out for refreshments as they used to do. There would be no harm done if the application were granted, and it would simply put Mr. Howard on equal terms with others. It was common knowledge that since the new provision the Alexandria had lost a good deal of their business, which could have been retained if they had been allowed to send out for refreshments.

Hon. Mr. Thompson said that the reason the provision was put in the license was that the Alexandria, who paid no license, was competing with Weinmann's, who had to pay a license.

Mr. Harris pointed out that Mr. Howard would have to pay a fee if the application was granted.

The Board granted the application. Macquoz Uytendyk applied for a publican's license for the Tokyo Hotel. At present the applicant holds an adjunct license.

Mr. Master, of Messrs. Johnson, Stokes and Master, solicitors, who appeared for the applicant, said his client had already held an adjunct license for four years, and was a very respected resident among the Japanese community during that period. His grounds for the application for the extended license were chiefly two—first, the increase in the Japanese population in the Colony as indicated by the census returns; and the immense increase in the Japanese shipping of the Colony during the past year. He had an extract furnished by the Assistant Harbour Master which showed that in the first six months of this year the Japanese shipping in the Colony was 1,490,942 tons. That was a very large amount, in fact he believed it ranked fourth in the shipping of the Colony.

His client's application was supported by the Japanese Consul-General, from whom he had a letter addressed to the Board, and by the heads of practically all the important Japanese communities in the Colony. His client made an application a year ago and since then four licenses had been withdrawn. At present there was no publican's license held by a Japanese in the Colony, but there were two adjunct licenses. It would be a great convenience not only to the Japanese residents but to the tremendous floating population of Japanese who visited the Colony on ships. If they could have a Japanese house of call where they could obtain their own liquors from their own people without having to have a meal at the house it would be a great convenience to them. At present there was no such place. He had seen the Assistant Superintendent of Police that morning, and the Police had no objection to the license. No complaint had ever been made against the hotel. The only other hotel in the vicinity was the Imperial, which catered for an entirely different class of people. Representatives of other nationalities held publican's licenses in the Colony, whereas no Japanese held one.

The Board by a majority decided to grant the license upon the condition that only Japanese subjects were served, and the Board held the right to withdraw the license at any time if this condition was not complied with.

The applicant said he could not afford to pay the adjunct and the publican's licenses, and he preferred to retain his present license.

All the existing licenses were renewed.

#### ALLEGED OBSTRUCTION.

Before Mr. Melbourne at the Magistracy this morning, Chan Cho San was summoned by Sanitary Inspector McKewen for causing an obstruction in Kom U Lane.

The Inspector stated that it was the practice in this lane to weigh goods in the street before being taken into godowns, and thus an obstruction was caused.

Mr. Reader Harris, of Messrs. Wilkinson and Grant, who appeared for the defence, said that he had recently sent a petition on behalf of several merchants to the Governor with regard to this question of obstruction, as it was absolutely necessary to weigh merchandise before it was taken into godowns. The Colonial Secretary had replied to the effect that no objection would be taken when the goods were immediately removed, but that was objected to by the street vendors who were allowed to be in the street sometimes for a whole day. In the present case the goods were removed immediately after being weighed.

The case was dismissed.

His Worship also dealt with a number of other cases of obstruction.

#### ALLEGED TRAFFIC IN OPIUM.

At the Police Court today before Mr. Irving a cook on the s.s. Rabi was charged with attempting to export a quantity of opium. Revenue Officer Widen brought the case, and it was alleged that the opium was intended to be smuggled on board the s.s. Rabi, which was bound for Manila. About 375 mals of opium were found in a samsap, covered with vegetables.

The case was remanded until Tuesday next at eleven o'clock, bail in \$200 being allowed.

#### SOMETHING FOR MOTHERS.

THIS is the season of the year when mothers feel very much concerned over the frequent colds contracted by their children, and have abundant reason for it. A very old remedy for the time, Chamberlain's Cough Remedy, is the way for the more serious diseases that so often follow. Chamberlain's Cough Remedy is famous for its cures, and pleasant and safe to take. For sale by all Chemists and Druggists.

#### INTERESTING APPEAL CASE.

Magistrate's Decision Quashed.

Opium to be Returned.

In the Supreme Court this morning the Chief Justice, Mr. W. Ross Davies, K.C., and the Puisne Judge, Mr. Justice Gompertz, heard an appeal against the decision of Mr. E. Irving, Police Magistrate, in the case in which Chan Fuk, Fu Kwen and Li Yuen were prosecuted by Revenue Officer Widen under the Opium Laws. The motion was that the Court should grant a rehearing of the case.

The charges preferred against defendants one and two in the lower court were that, 1. they unlawfully did export or cause to be exported 45 mals of prepared opium from the Colony to a country which prohibits the import of prepared opium, on July 28; 2. did export prepared opium to any country or place to which it is lawful to export the same, without having obtained permission in writing of the Superintendent of Exports and Imports, who may require such particulars of destination, mode of dispatch, or otherwise as he may deem necessary, on July 28. The third defendant was charged with that he unlawfully did export or cause to be exported 35 mals of prepared opium from the Colony to a country which prohibits the import of prepared opium on September 28. Unlawfully did export prepared opium from the Colony to any country or place to which it is lawful to export the same without having obtained the permission in writing of the Superintendent of Exports and Imports who may require such particulars of mode of dispatch or otherwise as he may deem necessary on July 28.

The appellants were convicted upon the charges set out on July 13, 1912, by Mr. E. A. Irving, Police Magistrate, who fined them \$500 each and in default of payment of such fine sentenced appellants to three months' hard labour.

The grounds of the appeal were:—1. That there was no evidence adduced to prove that such "an act preparatory" as required by section 2 of Ordinance II of 1911 was committed by the defendants to show any intention of conveying out of the Colony. 2. That the decision of the said learned magistrate was against the weight of evidence.

Mr. Eldon Potter, instructed by Mr. Otto Kong Sing (for whom Mr. Subaltern Ross appeared) was for the appellants; and the Crown was represented by the Hon. Attorney-General, Mr. J. A. S. Lucknall, instructed by Mr. P. M. H. Wilson, Assistant Crown Solicitor.

Mr. Potter said the appellants were found guilty on all six charges, that was, of exporting opium to a country which prohibited its import, under 38 of the Ordinance, and also of exporting opium to a country to which opium might legally be exported without the consent of the Superintendent, under Section 37, which was absurd. On the face of it it could not be both; it might be one. The facts could not support both these convictions; it was impossible. He did not suggest that the learned magistrate wished to be vindictive, but obviously he went hopelessly wrong.

The Attorney-General said the charge under section 38 was withdrawn.

Mr. Potter pointed out that there was no note of that on the depositions, and the magistrate convicted on both charges. This was not the principal ground of the appeal, however. It was that neither of the charges was proved by the evidence. If this conviction was correct, it would be correct for a jury to convict a man of both murder and manslaughter because he must be guilty of one or the other. The conviction was chiefly based upon the evidence of a Chinese revenue officer who saw the defendants on a sampan with the opium in their possession, but it was absurd to assume that every person who had opium on a sampan was going to export it. The officer heard the appellants say in Chinese, "hau" to the "ship," but that was no evidence of intention to export under either section. The sampan man stated that the appellants boarded his sampan and did not tell him where to go to. He was not told to go to a ship.

The Chief Justice: Perhaps they were going to make a moonlight cruise in the harbour?

Mr. Potter said it was not unusual for men to go by sampans with opium to Yau-mat, because it found with it on the ferry they would be detained pending inquiries by the police if they were stopped as they probably would be.

Mr. Potter then dealt with the defence put before the magistrate.

After the Attorney-General had addressed the Court.

His Lordships quashed the magistrate's decision, with costs to the appellants, and made an order for the opium to be returned to them.

#### THE FERRIS-HARTMAN COMPANY.

A fairly large audience was present in the Theatre Royal last night to witness the Ferris-Hartman Coy's production of "The Toy Maker," known to English playgoers as "La Poupée," an exceedingly pretty and ingenious musical comedy, which some fifteen years ago was very popular at home. This is a play that demands much vocal and histrionic talent, and both were much in evidence last night, the many fine musical items being rendered delightfully particularly Mr. Lawrence Boyes singing of "Go, see the world, my son," and Mr. Romeo Arbuckle's singing of "A Jovial Monk and I." As the Toy Maker of Nuremberg, Mr. Ferris-Hartman had a part that suited him admirably and in which he was very amusing. Miss Davies acted with much vivacity as the animated doll, and sang and danced to the delight of all. Mr. Lawrence Boyes and Mr. Harry Pollard had dual parts, in which both acted and sang very ably. Mr. Walter de Leon was somewhat disappointing as Frederick, though, occasionally, giving a good account of himself. The "Chorus Ladies" were excellent both as animated dolls and as graceful dancers of a charming minuet. The scene in which the "doll" was introduced into the story was a very interesting one, and the "Chorus Ladies" were splendidly dressed. The play was a very pretty play, and was excellently performed. We hope that on their return from the Company will play it again.

On Friday the Company will play "The Girl and the Toy."

## SECOND EDITION

### Stop Press News

## BY TELEGRAPH.

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### NEW PRESIDENT OF UNITED STATES.

MR. WOODROW WILSON ELECTED.

(Reuter's Service to the China Mail.)



## BY TELEGRAPH.

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## THE WAR.

## GREEKS CAPTURE ISLANDS.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 5.  
Greeks have occupied the island of Thra and have appointed governors for the captured islands.

## TURKISH SUCCESSES.

The Montenegrins have apparently had some reverses in the siege of Scutari, which is being impeded by rains and floods. The Turks have recaptured two positions at Taraboshi.

## GREEK CHECKED.

Meanwhile Athens admits that the Greeks advancing towards Monastir after the victory at Nalbanki were checked by a superior Turkish force and compelled to entrench.

## NEAR ADRIANOPLE.

The Bulgarians are straining every nerve to hasten the fall of Adrianople. They admit that the troops require rest after the great battle, but they are confident that they will be in front of Chatalja this week.

## TURKS PREPARING A VIGOROUS RESISTANCE.

The Turks are confident that the Bulgarians are too exhausted to advance rapidly and are preparing for a vigorous resistance at Chatalja. Asiatic troops are constantly arriving at Constantinople, where 1,500 Circassian horsemen landed on Monday.

## TURKISH OPTIMISM.

A circular note to the Ottoman Ambassadors describes the situation as embarrassing but not desperate. It says that while the Balkan States had completed their mobilizations the Porte had hardly begun. It was able to continue the war for a long time, and it must not be thought that because the enemy had advanced a few points on an extended battle front that therefore the war was finished.

## DISASTERS TO STEAMERS.

It is stated in Vienna that a Greek steamer was blown up by a mine in the harbour of Salonika while picking up her moorings near the Austrian cruiser, *Martha Theresa*, which was not injured.

## SERVIAN FORCES PROCEEDING TO ADRIANOPLE.

A steamer from Herakleia was sunk by a mine in the Black Sea. She is believed to be a Turkish steamer, and her crew and 42 passengers perished. Reuter's Sofia correspondent states that considerable Serbian forces have arrived and are proceeding to Adrianople. It is reported that fighting continues between Erzi and Chori.

## GREAT BRITAIN AND THE BALKAN STATES.

LATER.  
In the House of Commons, Sir Edward Grey, Secretary of State for Foreign Affairs, stated that he had received no intimation that the Balkan States involved in the war were ready to negotiate for peace with Turkey and not through the Powers. Nobody, however, in view of the result of the war so far, would be disposed to dispute the right of the Balkan States to formulate the terms of peace (Cheers). It was not to be thought that the Powers would be slower than other people in adjusting their own views to the march of events. Sir Edward Grey informed Mr. Bonar Law that there was no foundation in the report that Great Britain had addressed a warning to Bulgaria (Cheers) and that the British warships despatched were precisely similar to those of other Powers.

## THE POWERS AND MEDIATION.

The diplomatic position is somewhat confused through the crossing of the different proposals—definite and indefinite.

It appears certain that the Anglo-Russian reply is the same as that of France.

Meanwhile the Triple Alliance have replied to Mr. Poincaré's original mediation proposal by recognizing the utility of mediation, but are of opinion that

## BY TELEGRAPH.

It cannot be imposed until at least one of the belligerents should request it, then the Triple Alliance, they state, would be willing to join the entente in seeking for possible conditions for mediation.

## THE SERBIAN ARMY'S INSTRUCTIONS.

Reuter's correspondent at Belgrade telegraphs that the Serbians "having annihilated the Turks in Macedonia" have been ordered to render assistance to the Bulgarians, Greeks or Montenegrins.

## EIGHT MORE BATTALIONS FOR THE FRONT.

A telegram from Sofia states that eight battalions of Macedonian volunteers received an ovation on leaving for the front. They included Armenians and Russians.

## CAUSE OF THE LULL.

Reuter learns that the lull in the operations is due to the Bulgarians, having had four days and nights continuous fighting, having been given two days' rest, which expires to-day, when they will advance on Chatalja.

## ADVANCING ON CHATALJA.

The troops at Chori are being re-inforced by the Bulgarians from Adrianople. The Serbians are replacing them. General Kutinjeff is to march to the coast of Marmara to effect a junction with Dimitrieff at Chatalja.

## THE PRESIDENTIAL ELECTION.

## CAMPAIGN LEADERS BUSY.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 6.  
Reuter's Washington correspondent states that the weather bureau predicts splendid weather for the forthcoming Presidential election. The campaign leaders throughout the country are doing their utmost to bring every voter to the poll.

## THE FIRE AT MESSRS BARKER'S.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 6.  
The damage done by the fire at Messrs John Barker and Co., drapers, Kensington, is estimated at £50,000. It was confined to one block of business premises, and business in the other blocks has not been impeded.

## AN ELECTION "LANDSLIDE."

(Reuter's Service to the China Mail.)  
LONDON, Nov. 6.  
Reuter's New York correspondent telegraphs that at 8 o'clock yesterday evening there were indications of a "landslide" for Mr. Woodrow Wilson, the Democratic candidate.

## TYPHOON WARNING.

The following telegram was received to-day at 9.20 at the American Consulate General:  
Manila, November 6, 1912.  
Cyclone or typhoon over the eastern Visayas moving W. or W.N.W.  
[Note:—The signal on Kowloon Hill at 1 p.m. to-day was:—"Typhoon E. of Southern Luzon travelling W.N.W."—Ed. C.M.]

A book called "The European War of 1912" is having a great success in Germany and Austria, and in military circles in Russia and France. It purports to be the work of a Japanese officer on the general staff of our ally, Japan, and is distinctly anti-English in tone. Great Britain and France are at war with Germany. The Germans triumph, and England's Navy is pictured as wiped out.

Mystery surrounds the identity of a young Chinese girl, who has recently been found wandering about in Kensington. She was seen by the police about one o'clock in the morning, and taken to the Kensington Workhouse, where she is being looked after while inquiries are being made. The girl, who is unable to speak English, is about 15 years old. She was wearing native costume, comprising grey striped coat, black trousers, and blue overalls, and she wore a pigtail.

## HAVE YOU A COUGH?

If you have a cough, cure it. A cough is a symptom of more serious trouble. Chamberlain's Cough Remedy is the best obtainable and you need have no hesitation in using it as it contains nothing injurious. For sale by all Chemists and Storekeepers.

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## AUSTRALIAN RACING.

## RESULT OF THE MELBOURNE CUP.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 6.  
The Race for the Melbourne Cup resulted as follows:—

Pinstre ..... 1  
Hallowmas ..... 2  
Uncle Sam ..... 3

Twenty-three ran. Won by a length and a half. Three-quarters of a length between second and third. The betting against Pinstre was 6 to 1.

## REVIEWS.

CHINA JIM; being incidents and adventures in the life of a Mutiny Veteran, by Major-General J. T. Harris. William Heinemann, London.

The first sentence in the "foreword" reads, "this book is not intended in any way to represent history." This statement will probably be endorsed by the intelligent reader; on the other hand, there are many personal incidents in this volume which will add a piquancy to history, for whilst it is certain that some history remains unrecorded, a volume of this kind will be read from cover to cover. It may be said at once that the book is interesting, and will be specially acceptable in military and official circles. It covers three periods of the writer's long and eventful life. He was through the Indian Mutiny, the second China War, and then spent many subsequent years in India and Burma. The volume contains personal reminiscences of each of these periods, and here and there a capital story is inserted. The writer is refreshingly open in regard to his own doings; he tells us about his "bets," his "gamblings," his loot, and failure to obtain military promotion, for he was passed by and junior officers were appointed over him. But let the reader scan these pages for himself. Here is a story.

Young Harris bought a vicious pony and appears to have had a bad time with the brute. "His chief aim in life was to throw me off, and in this he succeeded twice a day for over a year." The consequence was that he—not the pony—was "jerked" by his brother officers. Although he mastered his horse, the post still clung to him. "One day at mow, however, he happened to be talking about riding, when Stanislaus Fraser, joined at me, and said that my opinion on the matter was not worth listening to. This annoyed me, so I said, 'At any rate you cannot ride my pony Matron at a canter past my gate without being taken in, and I'll bet you five gold mohurs, that I can.'"

Now Fraser was about the smartest fellow in the regiment, a thoroughly good all round man, and he immediately took my bet.

Everybody came out to see the fun, and I, knowing my pony by this time, rode past the gate without the slightest difficulty. Then Fraser mounted a hundred yards down the main road, and going off rather smartly, was carried through the gate, and right up to the house at the rate of forty miles an hour. He hurt his knee very badly against the gate, and he also lost five gold mohurs.

One gets a glimpse of a troopship of sixty years ago, and verily the sight is appalling, though therefrom there comes an amusing story. "Each officer was given a cabin to himself, but when I put my head into mine, I was squarely and fairly defeated by the smell, and promptly made it over to my native servants, who held possession to Rangoon. As the weather was very trying I slept on deck during the night, and woke up about two a.m. feeling miserably unwell. At that time I always used oil on my hair for the sake of coolness, and when I put my hands to my head, I found that my hair was positively swarming with cockroaches, which had been busily engaged in eating the oil. From this occupation I speedily distrusted them, and then found that all my toenails had been eaten to the quick."

An evidence of the high feeling that ruled the hearts and, indeed, the actions of men during the Indian Mutiny is afforded by the following incident. "Eventually we reached Raik, which is, as far as I remember, about eleven miles from Delhi. There a scene occurred which showed the feeling of the Europeans. A lancer man, after our tents were fixed, rode through the camp with the foot and part of the leg of a small European child, which he had found somewhere on the road. The foot still had a little shoe upon it and the grubsome sight so enraged our troops, that in a few minutes twenty natives were hanging upon the nearest tree."

Probably, however, the section of the book that will be found most interesting to readers in Hongkong and China is that which deals with the China War, from which the author derived his sobriquet "China Jim." Of actual fighting there seems to have been little, but looking compensated the men for the lack of excitement in actual battle. "With loot most seem to have laden themselves, and 'China Jim' was not behind in this occupation. 'I was very uneasy in my mind at having got so much gold, and I took the first opportunity on the line of march to ask for an interview with the Commander-in-Chief. It was immediately

granted, and then I admitted that I had between £10,000 and £20,000 worth of gold, and asked if I might keep it. 'Why yes, you saw the orders?' was the answer. 'Yes Sir,' I said, 'I saw the orders' but you may remember that I got a large amount in gold and valuables before, and had to give them up.' 'Oh! yes,' the Commander-in-Chief replied, 'I had to make a prize fund then. I will never make another as long as I live.'"

We can safely promise the reader a pleasant hour in reading these personal reminiscences, which possess the freshness of the thirteenth century, and which also remind one of an age of heroic deeds, of strong arms, of courage, of two misadventures, but the type is good. The volume comprises two hundred and eighteen pages, which, by the way, have been cut by the printer. A portrait of the aged author appears as a frontispiece, but we have not seen a notice of the price of the work.

Posed by Clifford King. Kegan Paul, Trench, Trubner & Co.  
"Mr Clifford King is certainly a poet of considerable power, and many of his pieces will be read with pleasure, especially by those whose knowledge of the meaning of classical allusions is more general and exact than the average man to-day can command. The first poem in the volume is an ode upon the Coronation of His Majesty King George V., the second commemorates the Durbar at Delhi. We think that these poems would have been much more effective if they had been couched in simpler language, and not weighted with so many recondite classical allusions. In three lines we encounter, 'Alcides,' 'Paestum,' and 'Talarian.' These lines are not unique. One cannot help recalling the simple strain of Tennyson's welcome to Alexandra; 'Come to us, love us and make us your own.' There is sustained poetry in the priestesses, which deals with the old classic story of Iphigeneia. One finds here and there an echo of Shakespeare."

"Hope! This hath giants made of frail men, and men of women—gods of mortals, too! Yes, it hath been a torch within their hearts. To fire their blood to greater deeds than Troy's."

One recalls the line in Richard III. "Kings it makes gods, and meaner creatures kings."

At times, too, Mr King puts an experience very effectively. "When conflicting thoughts possess the mind, all energy is lost—The faculty of sense is numbed—the force determining our action lies asleep.—We then seem cowards, standing on the brink Of some dark chasm feezing both to leap And to remain."

The longest and perhaps the most ambitious passage in the poem is an apostrophe to the sea. We quote the following lines: "All cold and stern thou art thou canst not feel For any bottom heaving, like thy waves, With grief, or pain, or loneliness; that tide Must flow without one borrowed ebb from thee. Unhappily trembling treasure-heart is dashed Against the mediating rock and breaks. Ah, I have watched thee, liquid sapphire, when Aurora opens her silvery door to wake All nature, aided by her sparkling eye Shot with rubescent tints like a pink pearl."

Whose chastened blush but makes it beauty rare: Not the least attractive poem in the volume is we think the short one entitled "For Ever." We have ventured to quote it entire.

"The years may pass us far and wide And time may wreck the bloom of youth—Our love, like the perpetual tide, Shall flow and be a living truth. Though pain may often wring our soul's And sorrow dim our brightness oft; Love through it all unceasing rolls To heal and make affliction soft."

When age's snow falls on our heads And with it winter blights our lives, The love which then its starlight sheds And to the ice new sparkle gives. Yes, when this life draws near its close And eyelids fold the night in gloom, Love then its heavenly fire throws To point the soul beyond the tomb."

We have not had time to read carefully all the poems of this volume; we have read enough to discover that the author can produce, and has produced genuine poetry; that at times he is capable of fine phrasing; and when he contents himself with simplicity, he is no stranger to deep feeling.

## CHARGE OF GAMBLING.

## Eleven Men Concerned.

At the Magistrate's this afternoon before Mr. Melbourne, eleven men were charged with using the premises 8 New Market St. for the purpose of gambling; the first man being charged with keeping the place for gambling.

Mr. L. D'Almeida's Castro appeared for the defendants. Chinese Constable No. 308 deposed to going to the house with a warrant, and finding about twenty men round a table. The game of "up and pl" was being played. When another constable came in some of the men ran on to the roof, and others climbed down to the floor beneath the veranda.

Mr. D'Almeida endeavored to show that there were four men sitting at the table playing cards and the rest were looking on, but the constable said that there were six lots of cards out.

The constable denied breaking the door down to get into the room, and stated that the men had money in front of them; on the table amounting to \$15. The men were all discharged.

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5 Catty Chests \$10.

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THE PRICE INCLUDES FREIGHT DUTY &amp; DELIVERY.

WE ALSO UNDERTAKE TO SHIP TO ANY ADDRESS IN THE UNITED KINGDOM

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INDIAN CHUTNIES, GUAVA JELLY.

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G. HARPER, Pharmaceutical Chemist, Manager.

TELEPHONE No. 492. Hongkong, July 21, 1912.

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LONDON & ANTWERP	NYANZA	About 15th Nov.	Freight and Passengers
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From Hongkong, 1912	From St. John N.B., 1912
EMPERESS OF JAPAN... Sat. Nov. 16	EMPERESS OF BRITAIN... Fri. Dec. 13
MONTEAGLE... Sat. Dec. 14	EMPERESS OF BRITAIN... Fri. Jan. 10
EMPERESS OF INDIA... Sat. Jan. 11	EMPERESS OF IRELAND... Fri. Feb. 7

FROM LIVERPOOL	ARRIVE HONGKONG
To St. John N.B. and Rail to Vancouver	From Yokohama via Kobe, Nagasaki and Shanghai
EMPERESS OF BRITAIN... Fri. Oct. 4	EMPERESS OF JAPAN... Thurs. Nov. 7
ALLAN LINE... Fri. Oct. 25	MONTEAGLE... Fri. Nov. 15
EMPERESS OF IRELAND... Fri. Nov. 16	EMPERESS OF INDIA... Thurs. Dec. 13

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamer as shown above. The 'Empress' trains and 'Empress' of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by the Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Royal Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents. Through Passengers are allowed 'Stop Over' privileges at the various ports of enroute.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways. 1st Class on Atlantic, Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, (Corner Paddar Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMER	SAILING DATE
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	ITO MARU, Capt. Hirase, Tons 12,500	WEDNESDAY, 20th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOI, KOBE, YOKKAHI, OHI, & YOKOHAMA.	HIRANO MARU, Capt. S. Tomimaga, Tons 12,500	WEDNESDAY, 4th Dec., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	YOKOHAMA MARU, Capt. K. Noda, Tons 12,500	THURSDAY, 7th Nov., at Noon.
OSAKA, via SINGAPORE, PENANG, & RANGOON.	INABA MARU, Capt. S. Tomimaga, Tons 12,500	TUESDAY, 19th Nov., at Noon.
SHANGHAI, MOI AND KOBE.	SANUKI MARU, Capt. J. Teranaka, Tons 12,500	WEDNESDAY, 6th Nov.
Kobe & YOKOHAMA.	TANGO MARU, Capt. K. Noda, Tons 12,500	THURSDAY, 7th Nov., at 11 a.m.
BOMBAY, via SINGAPORE, PENANG, & COLOMBO.	KAWACHI MARU, Capt. A. Christensen, Tons 12,500	MONDAY, 11th Nov., at Noon.
SHANGHAI, KOBE AND YOKOHAMA.	KIRIN MARU, Capt. Deguchi, Tons 10,000	MONDAY, 11th Nov.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 9,300	WEDNESDAY, 20th Nov., at Noon.

\* Omitting Shanghai.  
Fitted with new system of wireless telegraphy.  
Cargo only.

REDUCED RATES OF PASSAGE.

Hongkong to Pacific Coast Ports	1st class..... £25 2nd class..... £17
Hongkong to London via New York	1st class..... £55 2nd class..... £40
via Montreal	1st class..... £54 2nd class..... £37
Round-the-World, 1st class throughout, via New York	£102
via Montreal	£100

S.N.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further information as to Freight, Sailings, &c., apply to T. KUSUMOTO, Manager.

Telephone Nos. 222 & 1241.

THE BIG '4' OF THE PACIFIC MAIL S.S. CO.

MONGOLIA

MANCHURIA

KOREA

SIBERIA

57,000 tons, twin screws

57,000 tons, twin screws

18,000 tons, twin screws

18,000 tons, twin screws

Also 11,000 tons, China, 10,000 tons, and 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (The Panama of the Pacific). Through service via New York to Europe.

**SOME FEATURES OF SERVICE.**

LIGHT AND FANS—Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

SWIMMING TANK—Is installed on deck for salt water plunge. Bathing suits on board.

RADIO—Filing string band Concert and afternoon and evening and also during Dinner.

QUININE—The Quinine is under the direct supervision of one of the world's most famous experts.

GAMES AND AMUSEMENTS—Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Pianos and Musician's Hall on deck are arranged to give an additional measure of safety.

WIRELESS AND SUBMARINE SIGNAL SERVICE—The most powerful Wireless Telegraph apparatus and Musicians' Hall on deck are arranged to give an additional measure of safety.

HILK KEELS—Are fitted to the ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST—Is not more by this route with its unparalleled opportunities, than by any other route. For a return ticket to London the cost is £10, including berth and meals across America. To San Francisco return ticket to London the cost is £10, including berth and meals across America. To San Francisco return ticket to London the cost is £10, including berth and meals across America.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, and between Shanghai and Hongkong.

**STEAMERS:**

STEAMER	TONS	STARTING	TUESDAY	19th Nov.	at 1 p.m.
PERFECTA	9,000	Starting	TUESDAY	19th Nov.	at 1 p.m.
KOREA	18,000		TUESDAY	3rd Dec.	at 1 p.m.
SIBERIA	18,000		TUESDAY	10th Dec.	at 1 p.m.
CHINA	10,000		TUESDAY	17th Dec.	at 1 p.m.
MANCHURIA	27,000		TUESDAY	17th Dec.	at 1 p.m.

\* Intermediate Steamers.

**LET US PLAN AN ITINERARY FOR YOU.**

King's Building (opposite Blake Pier).

**FRED J. HALTON, Agent.**

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 KNOTS. Displacement 11,000 TONS.

STEAMER	CAPTAIN	DATE OF SAILING
Shinyo Maru	H. S. SMITH	Tuesday, 26th Nov., at Noon.
CHIYO MARU	W. W. GREENE	SATURDAY, 21st DEC., at Noon.
NIPPON MARU	A. G. STEVENSON	SATURDAY, 11th JAN., at Noon.
TENYO MARU	E. BENT	FRIDAY, 17th JAN., at Noon.

The S.S. SHINYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on TUESDAY, the 26th November, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
Hongkong Maru		Tuesday, 3rd Dec., at Noon.
KIYO MARU		SATURDAY, 1st FEBRUARY, at Noon.
BUYO MARU		THURSDAY, 3rd APRIL, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Gravel Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. & TACOMA via KOBE, YOKKAHI & YOKOHAMA	STEAMERS	CAPTAINS	LEAVE
MEXICO MARU	N. Kobayashi	Tuesday, 12th Nov.	at 2 p.m.
CHICAGO MARU	I. Goto	Thursday, 28th Nov.	at 2 p.m.
CANADA MARU	E. Hamada	Thursday, 14th Dec.	at 2 p.m.
TACOMA MARU	T. Hamada	Thursday, 28th Dec.	at 2 p.m.
PANAMA MARU	J. Kaneko	Saturday, 4th Jan.	at 2 p.m.

Calling at NAGASAKI, KOBE, YOKKAHI & YOKOHAMA.  
Calling at SHANGHAI, MOI, KOBE, YOKKAHI & YOKOHAMA.  
Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

FOR FOCHOW via SWATOW AND AMOY	STEAMER	CAPTAIN	LEAVE
KAIJO MARU	Y. Yamamoto	Wednesday, 20th Nov.	at noon.
FOR TAMSUI via SWATOW & AMOY	STEAMERS	CAPTAINS	LEAVE
DAIJI MARU	T. Fuchigami	Sunday, 10th Nov.	at 10 a.m.
DAIGI MARU	Y. Somekawa	Sunday, 17th Nov.	at 10 a.m.
FOR ANPING TAKAO via SWATOW & AMOY	STEAMER	CAPTAIN	LEAVE
SOSHU MARU	K. Tashira	Wednesday, 14th Nov.	at 8 a.m.
FOR CANTON (Direct)	STEAMER	CAPTAIN	LEAVE
SOSHU MARU	K. Tashira	Friday, 8th Nov.	

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply to S. HIROI, Manager, Second Floor, No. 1, Queen's Building.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.	STEAMERS	TO SAIL
SHANGHAI	CHINESE	Nov. 7, at 4 p.m.
SHANGHAI	ANTRU	Nov. 9, Midnight.
HAIPHONG	SINGAN	Nov. 12, at 10 a.m.
MANILA, CEBU & ILOILO	TRAN	Nov. 12, at 4 p.m.
TIENSIN	HEICHO	Nov. 13, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'

MANILA LINE. Twin Screw Steamers 'Tan' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Eidong' is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. 'Asahi', 'Chama', 'Lima', 'Chinba')—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANTING, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
For SINGAPORE & SOERABAYA	HOPKINS	SATURDAY, Nov. 9, at Noon.
For MANILA	YUENANG	SATURDAY, Nov. 9, at 2 p.m.
CHINGWANTAO	CHONGSHING	MONDAY, Nov. 11, at Noon.
TIENSIN	CHONGSHING	TUESDAY, Nov. 12, at Noon.
SINGAPORE, PENANG & CALCUTTA	CHONGSHING	THURSDAY, Nov. 14, at Noon.
For MANILA	LOONGSANG	SATURDAY, Nov. 16, at 2 p.m.
For SHANGHAI, KOBE AND MOI	NAMSANG	MONDAY, Nov. 18, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

These steamers Katsush, Namsang and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. The service is supplemented by the Latung and Kamsang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Singtau & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. LAWADA, 3209 tons, Captain C. H. LAW, will be despatched for KOBE on the 13th November, at Noon. To be followed on the 21st November by s.s. OKARA, Capt. Evans, taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE AND YOKOHAMA	'DENBIGHSHIRE'	8th November.
LONDON & ANTWERP	'FLINTSHIRE'	28th November.
SHANGHAI, KOBE AND YOKOHAMA	'MONMOUTHSHIRE'	30th November.
SHANGHAI, KOBE AND YOKOHAMA	'PENBROKESHIRE'	10th December.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

\* Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 16, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 2013 tons, Capt. C. P. Seddon, will be despatched for SHANGHAI, KOBE and MOI on 7th November, at 4 p.m.

WESTWARD.

S.S. DILWARA, 5,373 tons, Capt. Blahou, will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th November, at 1 p.m.

S.S. APCAR, 4460 tons, Capt. Thomson, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA, 19th November, at 1 p.m.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to DAVID BASBOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price 70 cents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

To SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship 'BANKI MARU' will be despatched for the above Ports on or about 7th November.

For Freight and further particulars, apply to DODWELL & CO., Agents.

Hongkong, October 24, 1912. 1348

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYP, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'INDIA', Captain G. W. Gordon, s.s. carrying His Majesty's Mails will be despatched from this Port for BATAVIA, on SATURDAY, the 9th November, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Marmora' 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, Russia and Ceylon (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the s.s. 'Merina' due in London on the 21st December, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Supercargo, Hongkong, October 26, 1912. 1359

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MENDELA, NABES, GENOA and LEBRON, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BALTIC, AEGEAN, ALCANTARA, ALEXANDRIA and MALAGA, LEVANTINE and SOUTH AMERICAN Ports up to OCEANO).

THE Steamship 'CAPRI'.

Captain AMBROGI, will be despatched for BOMBAY on WEDNESDAY, the 13th instant, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, November 2, 1912. 1400

AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINE, LTD.)

FOR BOSTON & NEW YORK, via SUEZ CANAL (With Liberty to Call at the Malabar Coast).

THE Steamship 'CITY OF BARODA'.

Captain HAZERTON, will be despatched from this Port on or about MONDAY, the 26th November.

For Freight and further particulars, apply to THE BANK LINE, LTD., General Agents.

Hongkong, October 16, 1912. 1319

THE AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINE, LTD.)

FOR NEW YORK via SUEZ CANAL (With Liberty to Call at the Malabar Coast).

THE Steamship 'SANDON HALL'.

Captain O. ROWLANDS, will be despatched from this Port on or about THURSDAY, 5th December.

For Freight and further particulars, apply to THE BANK LINE, LIMITED, General Agents.

Hongkong, November 5, 1912. 1410

PEAS TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 a.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, The Peak Road Central.

JOHN D. HUMPHREYS & SON, General Managers.



Shipping.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMeward PASSENGER SEASON 1912.

**MARSEILLES & LONDON,**

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 1 day earlier)	Due Plymouth (London 1 day later)
INDIA	13th Nov.	MOULTAN	13th Nov.	13th Nov.
ASSAYE	15th Nov.	MALOJA	15th Nov.	15th Nov.
DEYANHA	17th Nov.	MALOJA	17th Nov.	17th Nov.
DEYANHA	19th Nov.	MALOJA	19th Nov.	19th Nov.
DEYANHA	21st Nov.	MALOJA	21st Nov.	21st Nov.
DEYANHA	23rd Nov.	MALOJA	23rd Nov.	23rd Nov.
DEYANHA	25th Nov.	MALOJA	25th Nov.	25th Nov.
DEYANHA	27th Nov.	MALOJA	27th Nov.	27th Nov.
DEYANHA	29th Nov.	MALOJA	29th Nov.	29th Nov.
DEYANHA	31st Nov.	MALOJA	31st Nov.	31st Nov.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.  
FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd £48.8 £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSFER) STEAMERS  
WILL LEAVE FOR  
**LONDON,**  
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

Steamers	Leave Hongkong	Due Marseilles	Due London
NOVARA	13th Nov.	13th Nov.	13th Nov.
SUNDA	15th Nov.	15th Nov.	15th Nov.
SARDINIA	17th Nov.	17th Nov.	17th Nov.
BOMALI	19th Nov.	19th Nov.	19th Nov.
WATER	21st Nov.	21st Nov.	21st Nov.
STANZA	23rd Nov.	23rd Nov.	23rd Nov.
NORE	25th Nov.	25th Nov.	25th Nov.
NILE	27th Nov.	27th Nov.	27th Nov.

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.  
FARES TO LONDON:  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd £38.10 £57.4  
For further particulars apply to  
**H. W. D. SHALLARD,**  
Acting Superintendent.

**MESSAGERIES MARITIMES FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO AND FROM EUROPE,**  
Via SUEZ CANAL.  
**FORTNIGHTLY SERVICE TO AND FROM JAPAN,**  
Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA ..... **ERNEST SIMONS**, Girard, 18th Nov., about at 5 P.M.  
MARSEILLES, Via Port: **PAUL LECAT**, 19th November, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours gateway from MARSEILLE to LONDON. Interpreters meet passengers on their arrival in Marseilles.  
For further particulars apply to  
**P. THOMAS, Agent,**  
QUEEN'S BUILDING

**HAMBURG-AMERIKA LINIE.**  
IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
VIA STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

**NEXT SAILINGS FROM HONGKONG**

Outward	Homeward
For Shanghai, Kobe & Yokohama	Marseilles & Hamburg
S.S. LIBERIA.....13th Nov.	S.S. SENEGAMBIA.....10th Nov.
S.S. ALESIA.....15th Nov.	For Havre, Bremen & Hamburg
S.S. SAMBIA.....17th Nov.	S.S. SCANDIA.....15th Nov.
S.S. ARMENIA.....19th Nov.	For Bremen, Hamburg & Antwerp
S.S. BRUSGAVIA.....21st Nov.	S.S. SITHONIA.....22nd Nov.
S.S. SILESIA.....23rd Nov.	For Havre, Rotterdam & Hamburg
S.S. O.J.D. ABLERS.....25th Nov.	S.S. BAYERN.....27th Nov.
S.S. SUEVIA.....27th Nov.	For Rotterdam & Hamburg
	S.S. ARAGONIA.....30th Nov.

For further Particulars apply to  
**HAMBURG-AMERIKA LINIE, Hongkong Office.**

**THE CHINA MAIL, LTD.**

UNDERTAKES.....

**ALL SORTS OF ARTISTIC JOB-PRINTING**

such as:  
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC.  
Obtain quotations from  
**THE CHINA MAIL OFFICE**  
6, Wyndham Street.

European Supervision Moderate Price.

Shipping

**THE BANK LINE, LIMITED.**

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO  
VICTORIA, B.C., VANCOUVER, SEATTLE, and  
TACOMA.  
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Ports.

Steamer	Sailing
LOAD CURZON	November 20th.
OCKLEY	December 17th.

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.  
Special Parcel Express to American and Canadian Ports.  
Will call at AMOY and KEELUNG if sufficient inducement offers.  
For Rates or Freight or Passage apply to  
**THE BANK LINE, LIMITED,**  
KING'S BUILDING, FINE CENTRAL,  
Telephone No. 180.

**INDIAN AFRICAN LINE.**

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to steamers of the Indian African Line.

**NEXT SAILING.**  
From HONGKONG. From COLOMBO.  
10th October.  
November 23rd. Tynaric, December 5th.

For Rates and further information, apply to  
**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS)

**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.  
Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.  
For rates of Freight and further particulars apply to  
**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS)

**New Line of Steamers**

**South African Ports.**

**ORIENTAL AFRICAN LINE**

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius, if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

**PROPOSED SAILINGS.**  
S.S. DUNERIO, 3,000 tons, to be despatched at the beginning of January.  
And regularly thereafter.  
For rates of Freight or regularly Passage apply to  
**THE BANK LINE, LIMITED,**  
(Managing Agents)

**NORDDEUTSCHER LLOYD, BREMEN**

**IMPERIAL GERMAN MAIL LINES.**

For	Steamers	Tons	To Sail
NAPLES, GENOA, ALGIER, PRINZ EITEL FRIEDRICH	(WEDNESDAY, 13th Nov., at 10 a.m.)	(16,000)	
JIBRALGAR, SOUTHAMP- TON, ANTWERP & HAMBURG	Capt. E. Malchow.		
SHANGHAI, TSINGTAU, PRINZESS ALICE	(FRIDAY, 15th Nov., at 10 a.m.)	(20,300)	
KOBE & YOKOHAMA	Capt. L. Franck.		
MANILA, ANGAUR, YAP, PRINZ SIGISMUND	(SATURDAY, 30th Nov., at 9 a.m.)	(6,000)	
NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. D. Lenz.		
KOBE & YOKOHAMA	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	(TUESDAY, 12th Nov., Middle of December.)
KUDAT AND SANDAKAN	BORNEO, Capt. F. Semblil.		

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletex.

For further Particulars apply to  
**Norddeutscher Lloyd, MELOHRS & CO.,**  
General Agents, Hongkong & China.

**PHILIPPINE STEAMSHIP Co.**

Steamship	Tons	Captain	For	Sailing Date
WUBI	4,000	J. Miller	Manila, Mangarin, Iloilo & Cebu	FRIDAY, Nov. 8, at 4 p.m.
SAFIR	4,000	Cross	Manila, Mangarin, Iloilo & Cebu	SATURDAY, Nov. 16, at 4 p.m.

For Freight or Passage apply to  
**Shewan, Tomes & Co. General Managers.**

Shipping

**AUSTRIAN LLOYD.**



(Under Mail Contract with the Austrian Government).

**MONTHLY FAST DIRECT SERVICE TO TRIESTE,**  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.  
Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. BOHEMIA, 7800 tons, will leave as above on 18th November, at 3 p.m.  
S.S. AFRICA, 8800 tons, will leave as above on 18th November, at 5 p.m.  
Cheap rates Hongkong-Trieste, Venice 250 1st class, 238 2nd class & £19 3rd class.  
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

**TO SHANGHAI.**

S.S. AFRICA, 8800 tons, will leave as above on 8th December, at Daylight.  
S.S. KOERBER, 9900 tons, will leave as above on 8th January, at Daylight.  
Cheap rates Hongkong-Shanghai £8 1st class, £4 2nd class and £2 3rd class.

**MONTHLY ORDINARY SERVICE.**

S.S. NIPPON, 18950 tons, will leave for TRIESTE, FUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about 3rd December.

**TO KOBE.**

S.S. PERSIA, 12500 tons, will leave as above and to Yokohama via Shanghai about 30th November.  
S.S. E. F. FERDINAND, 12,000 tons, will leave as above about 30th December.  
Superior accommodation for Saloon Class Passengers.

**ROUND THE WORLD TICKETS ARE ISSUED.**

Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
**SANDER, WIELER & CO., Agents.**  
PRINCES' BUILDING.  
Hongkong, January 3, 1912.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent cuisine.

**FOR SWATOW, AMOY & FOOCHOW AND RETURN.**

Steamship	Captain	Day	Time
HAITAN	Capt. J. S. Reach	FRIDAY, 8th Nov.	at 11 A.M.
HAITAN	Capt. A. E. Hodgins	TUESDAY, 12th Nov.	at 11 A.M.
HAICHING	Capt. W. G. Passmore	FRIDAY, 15th Nov.	at 11 A.M.

**FOR SWATOW AND RETURN.**

(Occupying 3 Days)  
HAIMUN .....Capt. J. W. Evans... SUNDAY, 10th Nov., at 10 A.M.  
WEDNESDAY, 13th Nov., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.  
For Freight and Passage, apply to  
**DOUGLAS, LAPRAIK & CO.,**  
General Managers.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.**

**MAIL SERVICE**

**TO AUSTRALIA, via MANILA.**

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	Oct. 20.	Nov. 9th, at Noon.
EMPIRE	Nov. 15.	Dec. 7th, at Noon.
ST. ALBANS	Dec. 13.	Jan. 4th, at Noon.

THE above Steamers are fitted, with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.  
For further particulars, apply to  
**GIBB, LIVINGSTON & CO. Agents.**  
Hongkong, November 2, 1912.

**NOTICE.**

**RUSSIAN VOLUNTEER FLEET.**

The Steamers of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept cargo and passengers for the ports they have to call on the way, according to the schedule as:-  
**HOMEWARD BOUND** steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.  
**OUTWARD BOUND** steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R. V. F. will also accept cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Straits and Kamtschatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamers schedule would not be accepted by this Agency.

The S.S. "EKATERINOSLAV," 6381 R.T., Commander Tideman, bound for Nagasaki via Vladivostok is expected to arrive in Hongkong about the end of November.

The S.S. "KOURSK," 6403 R.T., Commander Padalka, Homeward bound, is expected to arrive in Hongkong about the end of November.

For Freight, Passage and further particulars, apply to  
**Capt. D. A. LUKHMANOFF**  
AGENT.  
HORN MANSION, Nos. 12 and 14, Third Floor.  
Telephone 1224.  
Hongkong, October 25, 1912.

Notices to Consignees

**'BARBER' LINE OF STEAMERS.**

NOTICE TO CONSIGNEES.  
THE S.S. EGREMONT CASTLE  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st instant, will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 31st prox., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents.  
Hongkong, November 5, 1912. 1415

**MOGUL' LINE OF STEAMERS.**

NOTICE TO CONSIGNEES  
THE STEAMSHIP ERROLL  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 1st prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 2.30 P.M.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., Ltd.,** Agents.  
Hongkong, November 2, 1912. 1402

**PACIFIC MAIL STEAMSHIP COMPANY.**

NOTICE TO CONSIGNEES.  
FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI

CONSIGNEES of Cargo per Steamship PERSIA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature as to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, Nov. 5th, at noon, 1912 will be landed at Consignees' risk and expense.

Cargo remaining undelivered after TUESDAY, Nov. 5th, 1912, at noon, will be subject to storage and landing charges.

No claims will be entertained for damage or loss unless packages have been examined prior to delivery and list of exceptions furnished consignees.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on THURSDAY, Nov. 7th, 1912, at 10 A.M.

All Claims must be filed on or before December 2nd, 1912, otherwise they will not be recognized.

**FRED J. HATTON,**  
Agent.  
Hongkong, November 2, 1912. 1408

**IMPERIAL GERMAN MAIL LINE.**

NORDDEUTSCHER LLOYD, BREMEN.

**NOTICE TO CONSIGNEES.**

THE Steamship YOKOS, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th of November, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th of November, at 9.30 a.m.

All claims must reach us before the 13th of November, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

**NORDDEUTSCHER LLOYD, MELOHRS & CO.,**  
General Agents.  
Hongkong, October 31, 1912. 1386

**THE NANYO YUSEN KUMI**

(South Sea Mail S.S. Co.)

**NOTICE TO CONSIGNEES**

**STEAMSHIP BANRY MARU**

FROM KOBE, MOJI & KEELUNG.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading, for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO. LIMITED,**  
Agents.  
Hongkong, November 4, 1912. 1384



